MILLIONS OF DAMAGE

Caused by the Railway Tracks Along Maryland and Virginia Avenues.

The Exact Figures as Computed by the Interested Parties.

How the Companies Acquired Vested Rights ?- The Question of Commercial Advantage.

Communications and Complaints From the Injured Property Owners.

It cannot be said that the plan adopted by the commissioners to relieve the citizens of South Washington from the annoyance of having a railway freight yard in the streets meets with the approval of that section. Its ulti-mate effect, it is said, will be to bring in another part of the city under the domain of the railway and fasten its grip the more closely

railway and fasten its grip the more closely on what it already possesses. The retention by the Baitimore and Potomac company of the privilege of continuing its supplies depot at Tenth and Maryland avenue guarantees to them the opportunity of still making Maryland avenue a freight yard. What corporation, it is pertinently asked, ever neglected to seize an opportunity afforded it for its own aggrandizement.

There can be no disputing the statement that Washington has suffered for many years, and still continues to suffer, from the existence of the two railways now penetrating to the very heart of the city, and which are allowed to occupy such sites on the streets and avenues for the depots and tracks which mar the beauty of the public parks, obstruct the public thoroughfare, endanger life and limb, and greatly depreciate private property along the line of and near the streets and avenues traversed by these roads. No question of commercial advantages can possibly enter into the question. Washington has no commercial trade except such as pertains to supplying the wants of the citizens, most of whom are directly or indirectly connected commercial trade except such as pertains to supplying the wants of the citizens, most of whom are directly or indirectly connected with the general government. Therefore no considerations of a commercial character can be justly urged as a reason for permitting these roads to turn its streets and avenues and parks into a freight yard, really making the city only a station inclosure of the rail-

the city only a station inclosure of the railways.

The objection urged by the railways against disturbing their occupancy of the streets is that they have vested rights which ought not to be disturbed—which cannot be without incurring liabilities in large sums for damages to these roads. The fact is, the legislation, both of congress and of the municipal authorities of the district, shows that none of the companies have received any concessions which congress may not resume at pleasure. This point, however, is not susceptible of discussion, say the South Washington people. The point in discussion is the fact, as they assert, that the railways illegally occupy the streets as a freight yard, and are preparing to occupy a government reservation as a freight yard, government reservation as a freight yard, contrary to law, without the express concession of congress, which has not even been asked for. The third section of the legislative act of the District of Columbia, approved Aug. 23, 1871, is cited by the South Washington records as an instance where the relievant ton people as an instance where the railways are daily, even hourly, violating law. That section reads:

Bettion reads:

Be it further enacted, That no railway locomotive or railway car or train of cars shall encumber or obstruct any sidewalk or cross walk or any street in the city of Washington or Georgetown for a longer period than is absolutely necessary for the safe and expeditious discharge of passengers only, under a penalty of \$25 for each offense, to be forfeited and paid by the railway company owning or using such locomotive, engine, or railway ear or train of cars, or the agent, engineer, or conductor in whose charge such locomotive, engine, railway car or train of cars may be severally and respectively.

That the Baltimore and Potomac violates That the Baltimore and Petermae violates this law is seen in the fact that a freight itepot of the entire line of Maryland avenue from the long bridge to Seventh street west, and of Virginia avenue from Seventh street to New Jersey avenue, besides making arrangements to take in a government reservation in addition. The South Washington people also state that the district commissioners are aiding the railways to violate the law.

It is calculated that there are 6.600,000 tenare feet of ground along Virginia and

It is calculated that there are 6,600,000 square feet of ground along Virginia and Maryland avenues southwest depreciated to the extent, on an average, of 30 cents a foot, aggregating in round numbers \$2,000,000. There are 22,000,000 square feet of ground in South Washington that would be appreciated by the location of at elevated road along south K and Water streets to the long bridge to the extent, on an average, of 15 cents per foot, aggregating \$3,300,000, Adding the depreciated and appreciated value of these grounds, there are \$5,300,000, which, at 11 per cent tax, would yield an addition to the city income of \$70,500. The estimated appreciation of the ground by running the roads and causing them to occupy the elevated road along the river front, it is only fair to say, was made several years ago, and competent judges declare that at the present it is too low by one-half. If this be so, then under such circumstances the gain to the city's income would be \$129,000 instend of \$79,000.

A SUGGESTION FOR A UNION DEPOT.

A SUGGESTION FOR A UNION DEPOT. To the Editor

Washington, Sept. 25.—As you have allowed the railroad depot question to be so fully discussed in your columns, I take the liberty to offer another suggestion.

At the foot of Pennsylvania avenue southeast there is a large circular reservation. It is just one mile from the capitol and in easy reach of all parts of the size in the capitol and successive the capitol and s

reach of all parts of the city, if a few streets and avenues are graded. The Baltimore and Potomac crosses the Anacostia river at this point and the Balti-more and Ohio has a track on the opposite side of the river, and it is supposed that the Southern Maryland railway will also cross there, making three roads that will have a graded roadway to the place named.

The companies can have land all records the

graded roadway to the place named.

The companies can buy land all around the neighborhood for a very low price and reclaim as much of the river flats as they want on both sides for freight yards, &c. It seems to me that this circle would make a most convenient place for a grand union depot, and would never be in the way of improving the city, and would therefore never need to be moved; and, besides, the long bridge could be entirely removed if necessary and the trains carried across the Potomac from the south side of the Anacostia by bridge or barge, as the Baltimore and Ohio have been doing, thus relieving the city entirely of railway thus relieving the city entirely of railway

No doubt a bridge will soon be built over the site of the old burnt bridge at the end of Pennsylvania avenue, but the street grade is very steep, and it could be built high above the tracks, allowing them to go under on either side of the river. A SUGGESTER. THE E. AND P. RAILWAY TRACES, To the Editor.

The Ellor.

The ground taken by Mr. H. J. Johnson with the commissione's in reference to the public reservation opposite his dwelling between Seventh and Ninth streets, being consistantly used by the Baltimore and Potomas railroad company for the shifting of freight cars, greatly to his injury and annoyance to his neighbors, and to the citizens generally in this vicinity. I see was referred to Capt. Green, who states that the switching of cars and making up of freight trains near Seventh and Ninth streets will be stoped as soon as the new tracks are completed on Canal street. Now, while the railroad company are proparing to remedy the above nuisance, let me ask why they do not make some provision to abate the same nuisance on Maryland avenue, between Ninth and Fourteenth streets, where so long as the freight depot is allowed to remain in its present position, from which necessarily, all freight cars for and from said depot must be drilled in and out in order to load and unload them, and consequently the residents between these points, particularly between Tenth and Twelfth streets, must pecesarily be subjected to the same old annoyances, such as blowing off of stems, necessarily be subjected to the same old annoyances, such as blowing off of stems, jamming of cars, plenty of smoke, cinders, and dust, the rumbling of engines—some-times two and three at a time—jarring the houses and shaking the windows to such an

extent that we cannot hear each other speak. And again we are infloted with a branch track, granted by the commissioners to accommodate the Johnson Brothers to unload their coal in a side lot. This track is laid directly across the sidewalk east of Thirteenth street, to the annoyance and danger of various in the sidewalk cast. everyone in this vicinity, and a very great damage to those owning proporty in its im-mediate vicinity. This is an unparalled imposition and will not long be tolerated. W. W. S., Maryland avenue.

COMMISSIONER WEST AND THE RAILWAY NUISANCE. To the Editor

THE REPUBLICAN'S interview with one of THE REPUBLICAN'S interview with one of the henorable commissioners of the district, under the caption of "Our Own Railway War," together with the pertinent remarks of "W. W. S." in your issue of Monday, and of "S." in that of to-day, has received the marked attention of a vast number of our citizens, especially that of the little Spartan band and their friends now marshaled in battle array in defense of home and right against the powers of greet and might.

right against the powers of greed and might, which noble struggle you so aptly term "Our Own Railway War."

Please allow me to thank you in their behalf for the kind, carnest, and candid manner in which you have from time to time prosented the various views and conclusions en-tertained on this important subject. I wish at the same time to call the attention of the public to the fact of the mysterious silence of your morning and evening extemporaries, whose policy of conservatism forbids even that meagre hospitality that would entertain that meagre hospitality that would entertain an idea or advance an opinion in the interests of the dear people whom they serve. Whether this journalistic melancholy, mania, apathy, dyspepsia, or what-you-call-it, is the result of mental disease or a direct purchase, they are at liberty to answer. In the interests of modern reform would it not be well to let them perpetrate their version of this affair from the witness stand.

Commissioner West seems to have been in

Commissioner West seems to have been in

them perpetrate their version of this affair from the witness stand.

Commissioner West seems to have been in a very affable mood when interviewed by The Republican reporter, and doubtless would like people to believe that he means well—sort of a public benefactor—even while serving private parties and corporations in his official capacity.

This railway war must go on until some better solution of the problem is obtained than that of ovasion on the part of the railway company. Their removal of cars from one street, only to increase a nuisance at some other point, will not answer. We are sorry that Mr. West has been so imprudent as to use his good influences for a cause that deserves general condemnation, and if his acts receive harsh criticism he must not complain. The people of this city are being gradually forced into believing our present form of government a sort of personal favor trinity, created to serve itself and friends, rather than the general good. Take, for example, the granting of a side track from Maryland avenue down Thirteenth street, around a sharp curve and down a steep grade to the private coal yard of one of the bondsmen of Mr. West, who, in his published interview, has the bold effrontry to say that "It was necessary in the interests of the coal traffic that they should have it."

Mr. West kindly volunteers the information to South Washington that the railway traffic of the capital is important. We have gratitude, but do not know how to express it. We might cry had not the fountain of our tears, our ear drums, our nerves, and our parience been utterly destroyed by the demons, screech and thundering jar of the monsterengines as they push and pull up and down the circular switch of Mr. West's deserving coal traffic man. When in former years the Baltimere and Ohio railway located at Pennsylvania avenue, the then existing government (whom we republicans are so eager to derido) drove back almost to present quarters by the will and power of Gen. Jackson, the

ment (whom we republicans are so eager to de-rido) drove back almost to present quarters by the will and power of Gen. Jackson, the Baltimore and Ohio's incroachments on city Baltimore and Ohio's incroachments on city rights, and no man said aye. Later the beautiful system of parks, where the tired nature of manhood, or the physical exuberance of youth were to enjoy the air, the shade, and the gloaming, behold a railway monster, under the disguise and sophistry of "competition," receiving from a republican congress permission to cross this sacred precinct. If we are not mistaken, Mr. West was a senator from the State of Louisians at that time and for the sake of consistency adopts his present policy. present policy.

MILLER & JONES's popular billiard hall is now undergoing extensive improvements, and will be ready on Monday evening next for the annual opening. The proprietors have arranged a match game for the occasion, which will doubtless be very interesting. With an entire new outfit, including cushions, balls, cues, &c., we predict a full house on Monday and a his season for this great cert. Monday and a big season for this great gen tlemen's resort.

DEPARTMENT DOTS.

The national bank notes received for redemption yesterday amounted to \$453,000. The receipts from internal revenue yester-day were \$470,417, and from customs \$849,-

E. P. Alexander, of Augusts, Ga., filed an application yesterday for the position of su-pervising architect, to succeed Mr. Hill.

The comptroller has authorized the State National bank, of Denison. Tex., to commence business with a capital of \$100,000 and the First National bank, of North Bend, Neb., to commence with a capital of \$50,000. Bids were opened at the treasury department yesterday for the construction of the marine hospital at New Orleans, La. The bidders are J. M. Marshall, of Washington, at \$63,342, and Ferdinand Reusch, of New Or-

En-Those Advertisers who so desire can have their names and address placed in a Register in THE RE-PUBLICAN Business Office prepared for that purpose in order that responses thereto conting after the advertise-ment has been taken out can be forwarded by mail or otherwise.

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Experience would like employment. Address
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DR. VAN DYCK will have pariors at 723 Tweifth street, Sept. It and Is, and daily until Sept. 20, except Sept. 12, 25, and 29. October 1 DR. VAN DYCK will remove his office and residence to No. 22 Grant Place, between Ninth and Tenth, G and H.

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W ANTED-TO ANNOUNCE THAT JOHN E. Beall, Bateman & Co. w Bank, 14ll F st. N.W., is a Commissioner of Deeds for every State and Territory. United States Commissioner, Examiner, and Notary Public; always in office from B a. In. to 5 p. in. appliety PIANO INSTRUCTIONS—MRS. R. O. SHAUT will receive a limited number of scholars, either advanced or beginners; highest references given; terms made known by applying at residence, No. 56 1st. N. W. 8828-if S5 AND UPWARD FOR 20 MUSIC LESSONS at the School of Music, Offices, 707 8th, st. N. w. and N. E. cor. Pa. av. and 19th st. N. W. 8028-31

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PARLOR AND REDROOM, 18T PLOOR;
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1216 N. Y. AV. - 3 NEWLY FURNISHED

1314 Eart ST.-A 20 STORY, ALCOVE a new more table boarders accommodated. se2s-its 213 EAST CAPITOL ST.-HALF HOUSE; also new and handsome furniture for 6 or 8 room bonse. Call after 5 p. m. 803-81*

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ARTIE Mais, av. N. W.

LARTE, NEWLY FURNISHED ROOMS, SIN.
In gie or en aulte; Rover, registers, grates thus class
such board, 225 Bet. N. W.—UNFURNISHED 25
1107 Boar suitable for light housekeeping, or
partie floor, suitable for physician; all modern improvements; terms moderate.

1335 suite or single; also 2 anfarnished, communicating rooms.

124 Charles and Char FURNISHED PARLOR AND BEDROOM, COM-manicating: relatences required. all Fat. N. W., Bear General Postoffice and Interior Department.

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I is floor. Inquire at 60 light at. set-4*

In A PRIVATE FAMILY-FINFLY FURcalled rooms, en suite or ningle; most control to
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